

Memorandum of Conversation

Date: 14 June 2021

Time: 1215 central daylight time

Conversation Including: FAA Inspector Nelson Wolfmeier

Conversation Regarding: CEN21LA261, N3793W



Summary & Factual Information from Conversation:

The airplane landed in a field and traveled through a barbed-wire fence before it collided with a berm that resulted in the airplane becoming airborne briefly before it landed a second time. Pieces of nose gear wheel pant were located where the airplane landed the second time. There were ground impact marks consistent with both wingtips contacting the ground shortly after where the airplane had touched down the second time.

The airplane was found on a 020° magnetic heading. Both wings were fractured about midspan. The nose landing gear had separated and was pinned under the forward fuselage. The airplane was resting on the main landing gear in a nose down attitude. Both propeller blades exhibited aft bending about midspan.

The airplane fuel system consisted of 4 fuel tanks; 2 main fuel tanks (25 gallons each) and 2 wingtip fuel tanks (17 gallons each). The left wing main fuel tank was intact and contained about 7-10 gallons of fuel. Fuel was observed leaking from the left wingtip fuel tank filler cap, but the tank contained at least 10 gallons of fuel. The right wing main fuel tank was intact and contained less than ¼ gallon of fuel. The right wingtip fuel tank was ruptured and contained no fuel; however, first responders had reported the tank contained fuel shortly after the accident. A fuel sample taken from the left wing main fuel tank sump was consistent with uncontaminated 100 low-lead aviation fuel.

The throttle and propeller cockpit controls were full-forward, and the mixture control was in the full-aft "cutoff" position. The fuel selector was in the off position. The carburetor heat control was in the off position. There were no tripped circuit breakers. The switches for the electric fuel pump, landing light, anti-collision lights, and the position lights were found in the on position. The flap handle was extended between fully retracted and the first detent.

A visual inspection of the engine did not reveal any evidence of a fuel and/or oil leak. There was about 8 quarts of engine oil present in the engine. The engine crankcase did not exhibit any damage or cracks. The carburetor could not be examined because it was embedded in the ground beneath the engine.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 14 June 2021 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator